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SOURCE Newspapers as indicated.

USSR RAILROADS GET NEW EQUIPMENT,
SERVICE FACILITIES CRITICIZED

PLANT SHIPS TIES -- Petrozavodsk, Leninskoye Znanya, 2 Jun 51

The Ladvinskiy Tie Plant ships 65 carloads of ties to the railroads each month.

ANTISHOOT COMPOUND DEVELOPED -- Leningradskaya Pravda, 8 Jun 51

Three million rubles were saved during the past year by the Leningrad Railroad System through the use of the new antishoot compound developed by Engineer M. M. Mart'yanov. The Department of New Technology of the Scientific and Technical Council of the Ministry of Transportation recommended it for use by all railroad systems of the USSR.

LOCOMOTIVES SPEEDILY REPAIRED -- Moscow, Trud, 20 Jun 51

The third electric locomotive repaired under Stakhanovite methods at the Tbilisi Depot went back in service 33 hours and 36 minutes ahead of the planned time.

POOR SERVICE FACILITIES -- Moscow, Gudok, 15 Jul 51

At the Grozny Locomotive Depot, Ordzhonikidze System, the diesel locomotive fuel tanks are underground and the fuel must be pumped from these tanks into the locomotives. The pumps, however, are constantly getting out of order. The rubber hoses connected to the standpipes are not equipped with nut-tightening devices, and, since wrenches are lacking, the nuts must be tightened by hand. The hose nozzles are fastened haphazardly with wire and the inlet pipes are bad in some places. When the locomotives are being fueled, the liquid flows down to the ground and into the sewer pipes.

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Measuring instruments are lacking and all measurements are made by sight. For all the lubricating pumps there is but one handle, thus precluding the simultaneous lubricating of several locomotives. The pipes from the lubricant tanks have no shut-off valves and must be stopped up with packing. When the lubricating process is under way, much splattering of the lubricants occurs, resulting in pools of the valuable lubricating oil on the ground.

The sand for the locomotives is damp, undried, and full of stones, which clog the sanding nozzles and puts them out of order.

NEW FLATCARS PRODUCED -- Moscow, Gudok, 2 Aug 51

The Railroad-Car-Building Plant imeni Gazety "Pravda" in Dneprodzherzhinsk has in series production a new 60-ton flatcar for hauling timber and bulky freight. These flatcars are different from earlier models in that they are 2 meters longer and have improved springing and underframes. They have stamped metal sides and the hinges between the sides and frame have been considerably strengthened. The hinges are made of cast steel instead of bar iron. The latches are also made of cast steel. Because of these improvements the car body lasts six times longer than the old ones.

NEW DIESEL TRAIN OPERATING -- Leningradskaya Pravda, 4 Aug 51

More than 2 months ago a new diesel train was put in service on the October System between Moscow and Leningrad. The train makes only two stops, at Bologoye and at Kalinin. The trip takes 10 hours and 10 minutes. The train has already made 80 trips carrying 10,000 passengers.

LOCOMOTIVE RUNS MILLION KILOMETERS WITHOUT CAPITAL REPAIR -- Moscow, Vechernyaya Moskva, 11 Aug 51

Locomotive No 214-97 from the Depot imeni Il'ich has run 1,016,000 kilometers without once undergoing capital repair. It should have been shopped three times for capital repair during the 12 years of operation.

BRONZE CROSSHEAD LININGS USED INSTEAD OF BABBITT -- Moscow, Gudok, 26 Aug 51

At the Kochetovka Depot of the Moscow-Ryazan' System bronze instead of B-16 babbitt is being used for lining the crosshead bearing surfaces of nine Series L locomotives. If the correct procedure is followed in lining the surfaces, then a dependable bond can be created between the bronze lining and the steel surfaces of the crosshead, and the normal operation of the entire assembly can be obtained. After one of these locomotives had run 26,535 kilometers the crosshead lining had worn only 1.8 millimeters. This lining considerably increases the life of the assembly.

NEW NORMALIZING FURNACE BEING BUILT -- Moscow, Gudok, 3 Oct 51

A new normalizing furnace is being built at the Khar'kov Locomotive Repair Plant for processing locomotive parts, such as driving rods, piston rods, coupler hooks, etc.

The furnace will be 3.5 meters high, about 6 meters long, 3.5 meters wide, and will have a maximum temperature of 1,000 degrees centigrade. It will also be equipped with special apparatus to control the temperature.

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